

# ADMINISTRATION WILL RESUME FIGHT FOR SHIP PURCHASE BILL

This Interpretation Given to Secretary McAdoo's Speech  
Wednesday to Business Men and Commercial Bodies  
in Indianapolis.

(By H. E. C. BRYANT)

**Washington Staff Correspondent**  
Washington, Oct. 16.—The speech of Secretary McAdoo, at Indianapolis, Wednesday before business men and commercial bodies is interpreted to mean that the fight for the ship purchase urged by the Washington administration will be resumed at the next session of Congress.

Mr. McAdoo thinks that Congress should provide a "well-balanced navy, with its complement of merchant marine naval auxiliaries."

"I believe there is no citizen, however partisan he may be, or whatever his views may be about a merchant marine, who will not agree that the government should provide battleships and other fighting units of the navy," said Mr. McAdoo. "Certainly we cannot afford to rely on private capital to create these naval auxiliaries. We cannot sleep any longer; we must prepare."

Containing he said:

## European War Shows Need.

"The terrible events of the past year in Europe, and the acute situations which have arisen in our foreign relations, have brought forcibly to the front the necessity for greater naval and military preparedness than our people have heretofore believed to be necessary for the national safety. Our 'splendid isolation,' upon which we have relied so much in the past as our chief protection, has been neutralized in great measures by the developments of modern science. Wireless telegraphy and wireless telephony, aeroplanes, fast steamships, powerful battleships, long-range guns, high explosives, and submarines which can cross the Atlantic and Pacific, have awakened us to a realization of the fact that the great ocean barriers have largely disappeared, and that we may in time become the object of attack by hostile powers. We have been forced to consider the new measures which are essential to put the country upon a basis of greater security. We must not approach this subject in hysterical fashion; we must not take counsel of fear, but counsel of prudence, reason and intelligence. We are so fortunately placed that we do not have to adopt a militaristic policy, as that term is commonly understood. Our geographical position makes it unnecessary for us to maintain such formidable military establishments as those of the great powers of Europe. The most indispensable factor in any sensible plan of national defense is a powerful navy, capable of striking with effect—both offensively and defensively—supplied with essential naval auxiliaries in the form of an American merchant marine and manned by American seamen who are ready and willing to fight for the Stars and Stripes against any enemy on the face of the earth."

## Naval Auxiliary Defined.

"What is a naval auxiliary? It is a fleet of merchant vessels so constructed that they may render essential service and assistance to our battleships and cruisers in time of war and serve the needs of our commerce in time of peace. A navy, no matter how strong in battleships, cruisers, torpedo boats and submarines, is only partially equipped without a merchant marine auxiliary. It is a fact, and every naval expert will so testify, that a merchant marine naval auxiliary is just as essential to the effectiveness of the navy considered as a complete fighting machine, as the guns upon the decks of our battleships and the seamen upon whose skill and valor the effectiveness of those guns depends. Why is this so? Because battleships and cruisers and torpedo boats and submarines have to be furnished at sea with coal, provisions and supplies of all kinds. Fighting vessels cannot carry sufficient supplies to remain long from their home bases, and they must have these essential auxiliaries in order to enable them to stay at sea and engage in effective offensive and defensive operations away from their home ports."

## Unprepared in 1898.

"We cannot, with safety, rely upon our ability to purchase or charter suitable naval auxiliaries when a crisis appears. The very essence of preparedness for the navy, is to have these vessels of suitable types and construction where we can put our hands on them quickly. To prove this I need only to tell you what happened when war with Spain broke out in 1898. We had no naval auxiliaries—no army transports. We were utterly unprepared. We had to go into the market and buy immediately any and every kind of boat that could be hastily adapted to our purposes, and, of course, we paid fabulous prices for them. When a man, or a government, has to have something the other fellow has got, and that fellow knows that this something can't be gotten from anybody but himself, he exacts the highest possible price and gets it. This is human nature. The navy alone bought at that time 102 vessels as naval auxiliaries and paid, in round numbers, the fabulous sum of \$18,-

000,000 for them. There is no officer of the navy who knows about these purchases who won't admit that most of these vessels were junk. But we had to take anything we could get and pay any price the ship owner or broker asked, in order to send our fleet just a little way from home—to Cuba. This is the penalty we paid for our failure to create a real naval auxiliary. Unhappily we have learned nothing from that painful lesson and are in worse condition today than we were in 1898, so far as merchant marine naval auxiliaries are concerned, because our navy is much larger and its requirements more exacting."

In addition to the \$18,000,000 spent by the navy, the War Department spent millions for vessels to transport troops. If we build a real and efficient naval auxiliary, we shall have the right kind of vessels to supply the army with transports when it needs them."

We have not today under the American flag sufficient vessels to give our navy, in case of war, the support and assistance which is indispensable to its efficiency. I do not ask you to take my word for this statement. I will give you the testimony of the Secretary of the Navy himself. In June last I addressed the following inquiry to the Navy Department:

"Considering our navy as it is today, and having reference to its maximum usefulness and efficiency in time of war, what number of merchant vessels and of what tonnage would be required?"

Admiral Benson, who was at the time Acting Secretary of the Navy in the absence of Secretary Daniels, replied as follows:

"There would be required 400 merchant vessels for auxiliaries with a total of 1,172,000 gross tonnage. In addition to the above, should our own coast be invested, or even occasionally visited, there would be required a large number of small vessels fitted for mine-sweeping, say at least 24 of such vessels, of about 150 gross tons each."

"There is no doubt of our ability," said Mr. McAdoo, "to supply from our coastwise vessels the 324 small vessels for mine sweeping, but we are not so fortunately situated with respect to the 400 merchant vessels for auxiliaries. I am informed by the Navy Department that we could draw from our present merchant marine approximately 700,000 gross tonnage of vessels that could be converted into naval auxiliaries. This leaves us with a deficiency of about 500,000 gross tonnage to meet the needs of our navy as it stands today and without allowing for growth."

## Two Classes of Ships.

"We are paying to foreign steamship lines more than \$300,000,000 per year, when by having our own ships we could pay them for this service, build up a merchant marine which will profit our people in time of peace, and serve our country in time of war. A really useful naval auxiliary should consist of fast passenger and cargo ships, as well as ordinary cargo ships. The combined passenger and cargo ships would be suitable for operation on specific routes. We should not, however, establish regular steamship lines where sufficient and satisfactory service has been established by American companies operating ships under American registry. The ordinary cargo ships should be used in any and all parts of the world."

"To bring about these results a shipping board should be created, consisting of the Secretary of the Navy and the Secretary of Commerce as members ex-officio, and three members to be selected by the President and confirmed by the Senate. Congress should put into the hands of this board a fund of \$50,000,000 to create a naval auxiliary of suitable merchant ships of from 400,000 to 500,000 gross tons. This board should have authority to establish as quickly as possible steamship lines to the east and west coasts of South America and to the Orient."

"The Shipping Board should have authority to organize a corporation, or corporations, and to subscribe to the capital stock thereof in whole or in part, as the board may determine. The board should have the authority to vote the stock belonging to the United States for the election of directors. These directors will, in turn, choose the officers and employees of the corporation. By this means they will be removed from political influences, just as the Panama Railroad Company and Steamship Line, in which the government is the sole stockholder, is unaffected by political influences."

"The shipping board should have the power to lease the distinctively cargo ships to responsible individuals, firms, or corporations, under such conditions as the board may deem best, but in no event at less than 3 per cent on the cost of construction and 4 per cent for depreciation. The board should also have authority to operate them in commerce whenever suitable

lessees cannot be found, or whenever in its judgment the interests of our commerce would be best subserved by such direct operation through the medium of a corporation or corporations."

## Case of the Pacific Mail.

"The orders for these vessels need not be limited to the Atlantic and Pacific coasts. There is no reason why our shippers along the Great Lakes cannot be utilized for the same purpose; why they cannot be employed during the dull winter months in turning out the parts of these vessels, which could be transported in sections through the Great Lakes and the canals to the Atlantic Ocean, and assembled there."

"The shipping board should have power to reform our navigation rules and regulations, to study shipping problems and recommend to the Congress the necessary legislation to encourage and develop a great merchant marine under the American flag."

"The time has come when the Congress should consider the creation of some instrumentality for the regulation of merchant marine companies. What could argue more strongly in favor of governmental regulation of ocean carriers than the recent action of the Pacific Mail Steamship Company? Here is a company which has operated a service between San Francisco and the Orient for many years. Our business men, manufacturers and producers have built up great trade interests with the Orient upon the faith of this service."

"All of a sudden, and without adequate notice, and with utter indifference to the injuries that might be done to shippers and the interests of this country, the Pacific Mail Steamship Company sells its ships and announces that it will discontinue its service. No common carrier on land would be permitted to do such an arbitrary and injurious thing, as our common carriers on the high seas may at any time do with impunity."

"The Pacific Mail people claim that the passage of the Seaman's Bill forced them to discontinue business. I am told that the season's bill was not the mainspring for the transfer of the Pacific Mail vessels. The Panama Canal act which denied railroads owning competitive steamship lines the right to operate them through the canal, and the fact that present abnormal rates for cargo space on the Atlantic, which made it possible for the Pacific Mail to sell its ships at more than their real value, was, I understand, the true cause of their sale."

"The shipping board should also have power, acting in conjunction with the Interstate Commerce Commission, to arrange for the issuance of through bills of lading between railroad lines and steamship lines, operating under the American flag, in the foreign trade and to provide the means whereby special through rates can be made between our railroads and steamship lines to enable them to meet the competition of foreign carriers in the open market of the world."

"The shipping bill introduced in the last Congress is different in some details from the plan here suggested. American business has paid dearly for the defeat of that measure. I am sure that the increased and extortionate ocean freight rates paid by our defenceless producers and shippers in the last twelve months have exceeded several times the \$40,000,000 which the shipping bill authorized the government to expend on merchant vessels. But this is only a small part of the injury. Grave losses have been sustained by our business men because they could not ship at all."

## GREAT PROFIT IN RUGS.

Witness Testifies That One Costing \$16 Sold for \$12,000.

New York Times.

Secrets of the rug business were told yesterday when the suit of Paul M. Allo against Vitell Benguiat and Leopold Benguiat, dealers in antique rugs, for commissions came to trial before Justice Golf of the Supreme Court. Mr. Allo said that between the years of 1905 and 1913 he had sold \$889,000 worth of rugs for the defendants, with the understanding that he was to receive 1 per cent commission, besides a salary of \$25 a week. The defendants admitted the salary, but denied any agreement for the payment of commission.

Mr. Allo said he first entered the employ of the defendants in 1900, but quit in 1904 and went to France. To show that he was worth more than the weekly wage paid him, he said that the defendants, when he sailed away, gave him \$5,000, which made a total of \$13,185 he had received during his four years' employment, or an average of more than \$3,000 a year. He re-entered the employ of the defendants in 1905 on the old terms.

In reply to questions by his counsel, Max D. Steuer, Mr. Allo said enormous profits were made in the rug business. To illustrate, he told of one rug that had been bought in France for \$16 and brought to this city, where it was sold for \$12,000. Another rug bought in England for \$250 sold here for \$15,000.

The jury gave the plaintiff a verdict for \$8,991, which included interest and costs.

Exceedingly delicate electrical apparatus has been perfected for measuring the brightness of a star, the variation of moonlight and other celestial phenomena of light.

# BRIMLEY TELLS OF ZEPPELIN RAIDS

Brother of Raleigh Man Writes  
About Air Attacks On  
London Suburb

The following extracts relating to the Zeppelin raids in London were taken from a letter which Mr. C. S. Brimley has recently received from his brother, Mr. F. J. Brimley, who lives at Leytonstone, a suburb of London:

"You may like to hear about the air raids on London. These have been four altogether. The first on May 31 was a very minor affair as regards this neighborhood, although much damage and some loss of life was caused in the east end and some of the northern districts. The second, about the middle of last month, was much more serious. At ten o'clock that night, Florence, Arthur, and myself were sitting quietly in our front room, when there came a curious rattling of the window,—curious because the night was quite windless. Then we heard two or three explosions, not very loud, and we rushed outside to see what was up. Directly afterwards there was a brilliant flash like sheet lightning and a loud detonation. It seems that a bomb had fallen on Wanstead Flats (our big Common) and had scooped out a large hole but had done no harm beyond the smashing of some windows a quarter of a mile away. Some parts of Leyton and Leytonstone however did not get off so easily. In Ashville Road, a poor road about a mile from here an explosive bomb wrought terrible havoc, killing and wounding quite a number of people and wrecking at least thirty houses. I myself counted as many. Some of them might be described as 'completely blown out.' St. Augustine's Church, not far away, was set on fire by incendiary bombs and made quite unusable for the time."

"On the night of the 7th Sept. I think that was the date, I was roused from a sound sleep by the screaming of police whistles, and Florence and Arthur, who had not gone to bed, rushed up to tell me that Zeppelins had been sighted. I put on one or two things and came down but we heard nothing apart from a few reports in the distance and soon retired. No bombs fell in our neighborhood that night but much damage was done in southeast London, and I personally knew of one poor home where both parents and three children lost their lives through an incendiary bomb."

"On the following evening people were all feeling very secure and saying to one another that a raid on two consecutive nights was not to be thought. Yet that very evening at about a quarter to 11 I heard reports, and the patrol whistles sounded immediately afterwards. Florence and I went to the door and we were soon looking at the strangest sight I have ever seen. The sky was lit up by searchlights, converging at the point where they showed the balloon of a Zeppelin moving along with apparent slowness some miles away, with shells from our anti-aircraft guns bursting all round it. It looked to me something like a yellow cigar, although some one called it a silver sausage. After about ten minutes it disappeared rather suddenly. It may have been hidden by the shell smoke, but according to some observers it discharged a quantity of opaque gas and vanished in a cloud of its own making. What with the darkened streets below, the thunder and flashing of the guns, the airship moving through luminous skies, and dropping bombs occasionally, the sight was most awe-inspiring and suggested a scene from Revelations, rather than one from the life of a peaceful London suburb. We were not on Count Zeppelin's visiting list that night, but his craft did a great deal of damage elsewhere, in Liverpool for instance a bus was blown to pieces and nine people were killed and 11 injured."

## His Baby Died Sorely.

Philadelphia Public Ledger.

"Gracious, man!" exclaimed the doctor, when Mr. Glubbins calls him in a hurry, "your temperature is rising along near the danger point, and you—"

"And I'm worse off than I ever was before, all through the diet you prescribed."

"Impossible, Mr. Glubbins. I told you distinctly to confine yourself to such food as would be taken by a 3-year-old child."

"And didn't I obey orders? I ate apple cores, dog biscuits and ends of burnt matches and scraps of peelings and everything else I could pick up while no one was looking, and here I am pretty nearly dead."

Hastily reflecting upon the gastronomical tendencies of the average 3-year-old child, the doctor tells Mr. Glubbins that he has been overdoing the diet and will have to subsist on soft toast and hot water for a week.

A bill has been introduced in the California Legislature providing pay of \$2 for each day lost by people arrested and tried for crime who escape conviction.